

Women
Pilots &
The Airlines
Pg. 5

July, 1988

THE 99 NEWS

Vol. 14, No. 6



INTERNATIONAL WOMEN PILOTS





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PRESIDENT'S

By BARBARA SESTITO

Message

Politics and fun do mix

From the very first meeting, there were disagreements. The minutes of meetings held in early 1930 chronicle the discussions of our strong - willed and independent predecessors. For the ensuing 51 years, we have pretty much carried on their tradition. Our members are still strong - willed, independent and opinionated on almost any subject.

A very good friend called, basically to let me know she disagreed with me on a forthcoming bylaw proposal. After much

bantering and discussion she said, "I hope you don't take this personally."

"Never," I said.

Nothing we do is so earth shattering as to lose a friend over. We can disagree without being disagreeable, and we can usually find some middle ground on which we can both operate.

The important thing to remember is that we need to spend more time doing fun things like flying, and less on organizational problems. Case in point:

At our annual business meeting in Shangri La, Oklahoma, we'll vote on seven bylaw proposals. Many of them are new ideas, and ones which will take our organization in a bit different direction than we're used to. Since discussion during the business meeting will be very limited, I urge you to attend the pre - business meeting communication session to hear all sides of the issues.

I happen to believe we need to make these changes for the good of the organization. If you disagree, don't get angry. Come to Shangri La and join in the discussion. But be sure to have fun along the way.

Our election process is complete. The results are as follows:

President: Gene Nora Jessen

Vice President: Marie Christensen

Secretary: Doris Abbate

Treasurer: Pat Forbes

The election of Gene Nora Jessen as your new international president culminates her long career of service to the Ninety-Nines. Gene Nora has served on the board of directors for a total of 10 years, and has held every office. I have enjoyed working with her throughout.

She was responsible for writing and assembling the fiftieth anniversary history book in 1979. The information received from that project was the basis for our resource center, which she has chaired since its inception. Gene Nora and Marie Christensen were also responsible for the successful grant proposal that added \$100,000 to our building fund.

Gene Nora is knowledgeable and experienced in all phases of the organization and will represent you with intelligence and charm.

This issue of **THE 99 NEWS** is dedicated to women airline pilots. We have solicited advertising from many major airlines which employ women as pilots or flight engineers. Chanda Budhabhatti was responsible for obtaining much of this advertising, we are grateful to Chanda for her diligence and effort in this project.

THE 99 NEWS

Magazine of the International Women Pilots

July 1988 Vol. 14, No. 6

Editorial Director: Marie Christensen

Editor: Robyn Sclair

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Oklahoma City OK 73159
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AUGUST

9

OKLAHOMA CITY, OK

New Headquarters dedication at Will Rogers World Airport. Info: Barb Sestito.

8-14

AFTON, OK

International Convention at Shangri-La Resort. Info: Marilyn Copeland.

18-19

LOUISVILLE, KY

Bowman Air Fair Pancake Breakfast. Contact Sandy Morgan, address w/ next listing.

19-20

OWENSBORO, KY

Kentucky Air Derby. Contact Sandy Morgan, 308 Chamberlain Dr, Lexington KY 40503.

SEPTEMBER

15-18

RENO, NV

25th anniversary National Championship Air Races. PO Box 1429, Reno 89505 (702)826-7500.

16

ASHLAND, OR

Northwest Fall Section meeting. Contact Pegge Blinco.

16-18

GOLDEN, CO

Mile High Air Derby from Watkins (Front Range), CO to Saratoga, WY. Sponsored by Colorado chapter. For race info send \$3 to 14437 W 32nd Ave., Golden CO 80401-1475. Entries close Aug. 6.

23-25

LIBERAL, KS

Centennial air event and reunion, dedication of Liberal Air Museum, airshow. Info: James Bert (316)624-5263.

24

LAS VEGAS, NV

Scavenger hunt, Las Vegas Valley chapter. Contact Kathleen Snaper (702)870-8227 or Linda Gagnon (702)438-7021.

Please see CALENDAR, back page.

the GENERAL COUNSEL

By SYLVIA PAOLI

Changing laws call for efforts at clarity

In a recent article, I advised chapter members to keep careful chapter minutes of the assignments given each of their convention delegates. In paying careful attention to this, keep in mind a recently issued guideline by the IRS which says: "Charitable travel expenses, which include transportation, meals and lodging, may only be deducted if there is no significant element of personal pleasure, recreation, or vacation in the travel. It does not matter whether the taxpayer pays the expenses directly, or indirectly through a contribution to the charitable organization, which then pays for those travel expenses."

There is a movement afoot to get Congress to enact legislation limiting the broad tax - exempt privileges of 501(c)(3) organizations. The greatest objections are being made by an organization of small businesses, objecting primarily to what they consider an infringement of their trade rights by universities and hospitals,

many of which are running businesses almost totally unrelated to their primary purposes. Organizations like ours are, unfortunately, within the same tax - exempt classification and will also bear the brunt of any adverse legislation. It is especially important, therefore, to keep accurate records of your chapter's activities, finances and delegate status.

Partially as a result of this increased attention to tax - exempt organizations, as well as for liability purposes, the Board of Directors has adopted several policies relating to the activities of chapters, including a policy that chapters shall not enter into contracts obligating The Ninety

- Nines, Inc., nor for the purchase of any real property, nor purchase of personal property in excess of \$500 per item without the prior approval of the BOD. They also may not contract with attorneys, nor participate in lawsuits or in political activities, nor operate businesses for profit.

Needless to say, most of our chapters are not going to be involved in any of these activities, but the issues have been raised in the past, and the BOD has sought to clarify the organization's position and hopefully to prevent legal entanglements of any kind.

St. Onge will help at headquarters

OKLAHOMA CITY, OK - International headquarters has its first docent.

Ruby St. Onge, Minnesota chapter and a 99 since 1963 now volunteers on a

regular basis and we are delighted to have her. Ruby's warm, charming personality and hard work have won a place in our hearts, and of course, our archives! --Loretta Gragg

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Women Pilots & the Airlines

By CHANDA BUDHABATTI, International Director

"Madame, if you can be prime minister of India, why can't I become an airline pilot?" Durba Bannerjee asked of Indira Gandhi.

Gandhi was a strong supporter of women, and she interceded on the young woman's behalf. Bannerjee later became the first woman pilot for Indian Airlines.

The year was 1966.

Yvonne Pope Sintes, a young British 99 and 1967 Amelia Earhart Scholarship winner, began flying for an English line in the early 1970s.

In 1973, Emily Warner went to work for Frontier Airlines as the first woman pilot for a major U.S. airline, while Roselle

Bjornson accomplished the same in Canada.

In 1974, Barbara Wiley was hired by Northwest Airlines, then United Parcel Service (UPS) took on three female pilots in 1978. It would be 1987 before British Airways employed its first woman pilot, but Lynn Barton later became the first Englishwoman to earn a 747 type rating.

Certainly, the decades of the 1970s and 80s have opened doors previously closed for women. Before they could pilot airliners, there had to be the first airline transport rating earned by a woman, the first woman military pilot, the first military flight instructor, a first to sit on the U.S. National Transportation Safety Board (NTSB), the first woman mechanic, the first astronaut, and so on. The list is endless, and is filled with the names of 99s.

With a minimum of research, four precedent setting flight crews composed entirely of women pilots can be named. Englishwoman Yvonne Pope Sintes flew the historic mission for Dan Air in 1975, while Captains Lennie Sorenson,

Saudamini Deshmukh, and Beverly Bass performed likewise for Continental, Air India, and American Airlines.

The tired myth about woman losing control in a crisis was perhaps put to rest earlier this year when copilot Mimi Tompkins kept her's to help avert disaster for Aloha Airlines after a portion of the fuselage detached itself from the airliner. She and her captain were able to land the plane successfully, with but one life lost.

The achievements of our sisters employed by airlines around the world bring enormous pride to the organization of international women pilots, The Ninety - Nines. To express that pride, we chose to recognize those forward - looking pilots at our 1988 international convention in Shangri La, Oklahoma.

Of 23 carriers around the world contacted, 17 responded with historical information, photos and representatives who will be honored at a special luncheon Friday August 12, 1988. Several also chose to lend support with advertising. We extend our appreciation to them for their continued support of women who fly.



Tata Airlines was established as India's first commercial air service in 1932 by Jehangir Retanji Dadabhoi Tata, the country's first licensed pilot.

The line boasted two second hand Puss Moth aircraft, and flew an airmail route between Karachi and Bombay. It was renamed Air India in 1946.

To celebrate the airline's golden jubilee in 1982, Tata (then 78) re-enacted the Karachi - Bombay route in a Puss Moth. He was chairman of the airline until 1978, and continues to serve on its board of directors.

Air India employs over 17,000 people; its fleet includes 10 Boeing 747s, three A300B4s and several 727s. Routes include over 45 cities.



American Airlines' employee rolls topped 50,000 during 1986. Eighty are female flight officers, the first being Bonnie Tiburzi, employed in March 1973.

Charles Lindbergh graces American's early history when, as chief pilot for Robertson, he flew mail in a DH-4 biplane

Please turn to the next page.

Aloha Airlines

Aloha Airlines employs 1,150 people, a fleet of ten Boeing 737-200s, and four women pilots. First to be hired on June 4, 1979 was Madeline "Mimi" Tompkins.

When Aloha was founded on July 26, 1946 as Trans-Pacific Airlines, Ltd., the tiny charter operation had a single war surplus DC-3. Within months, it had increased to three aircraft, and by 1949 was running regularly scheduled inter - island flights.

Since birth, the carrier has been called the "aloha" airline, originally as "Trans - Pacific, the Aloha Airline". Corporate slogans in 1949 asked the public to "Fly the Aloha Way". In 1959, TPA was renamed Aloha Airlines.

Throughout its history, Aloha has been an innovator. The first airline in Hawaii to introduce live inflight entertainment, song sheets and ukeleles were standard issue to flight attendants of the 1940s.

In 1954, special "puka" windows were introduced, with holes in them so passengers could snap better photos of the Islands' magnificent scenery. A year

later, chilled pineapple juice and roasted coconut chips became featured airline edibles. The Half - Fare Family Plan and the One - Call - Does - It - All programs were other Aloha firsts.

The airline company survived its early years despite shaky profit margins, and by 1952 was in the black.

Nine years later, Aloha retired its DC-3s in favor of six F-27s, making it the second airline in the United States to offer exclusively jet - age turbine - powered equipment. The Boeing 737, with outstanding performance capability and low maintenance requirements later allowed Aloha to become the first all jet service in the Islands.

Other innovations during those years included "the fastest cocktail service in the west." Flight times averaged 22 minutes, and flight attendants served as many as 118 passengers in flight. Aloha reconfigured its jets to offer the Islands the only industry recognized first class service -- two across seating, first class inflight amenities, transportation and baggage handling.



AMERICAN AIRLINES

Continued from page 5.

from St. Louis, Missouri to Chicago, Illinois. That was in 1926, and by 1929 and 1930 Robertson and about 85 other small airline companies were consolidated into American Airways.

In 1933, American flew the 18 passenger Curtiss Condor, the first U.S. sleeper plane, and with its introduction AA flight attendants first appeared.

Reorganized in 1934 and renamed American Airlines, the company introduced Air Travel Plan, one of the industry's first sales promotion programs and the predecessor of today's credit travel.

In 1935, American's leadership helped develop an airways traffic control system, which was later implemented and administered by the U.S. Government.

American flew the first commercial DC-3 flight June 25, 1936 from Chicago to New York. Catered meals came in 1942, with the formation of a subsidiary called Sky Chefs. American became the first airline to retire its DC-3s with the coming of the Convair 240 after World War II.

In 1947 AA introduced the fully pressurized DC-6, offering sleeper flights between New York and Los Angeles, California via Chicago and other points such as Dallas / Ft. Worth, Texas.

This airline pioneered nonstop transcontinental service with the DC-7, and later with the Boeing 707.

In 1962, American teamed with IBM to develop SABRE, the world's largest privately - owned computer network designed for business use. It replaced the Magnetronic Reservoir of the '50s and before that, large display boards listing flight entries and space availability used since the 1930s.

The Boeing 727 was added to the AA fleet in 1964, as the first three engine airliner since the mid 1930s; by 1981, it was meeting retirement. 1982 brought the Boeing 767, and finally in 1984 AA ordered 67 McDonnell Douglas Super '80s, with options for 100 more. It was the largest single aircraft purchase in U.S. aviation history. AA also began the Eagle commuter network, and inaugurated non-stop service to Paris and Frankfurt. The same year Angela Masson earned a Boeing 747 type rating.

HAPPY AFTER HISTORIC FLIGHT— Continental's first all-female crew, below, included l. to r. first officer Dorothy Clegg, Captain Lennie Sorenson, and second officer Karlene Cipriano. The three piloted their DC10 on a nine hour, 40 minute flight from Honolulu, Hawaii to Australia.



CONTINENTAL AIRLINES

Approximately 4300 employees are pilots at Continental Airlines, flying a range of aircraft. Sixty four are women, 12 captains. Continental's first woman pilot, Lennie Sorenson, was hired in 1984.

The Continental Airlines of today is a unique blend of several airlines which share a strong sense of survival. The "proud bird" started in 1934 as Varney Speed Lines, a small regional mail carrier flying from a Denver, Colorado base to Pueblo and to El Paso, Texas.

Trans - Texas Airways, the forerunner of Texas International, began about a decade later, with two DC-3s and 96 employees serving eight cities.

New York Air was a feisty upstart that carved a significant niche in the crowded

northeast corridor, and People Express -- the darling of deregulation -- wrote its own chapter on innovative corporate management and low cost / low fare operations.

Each carrier's background has contributed to the Continental of today, which is a competitive corporation employing over 35,000 people worldwide.

The carrier serves 129 airports, 93 in the U.S. and 36 internationally. It has connecting hubs in Denver, Colorado, Newark, New Jersey, Houston / Intercontinental, Texas, and Cleveland, Ohio. With over 1496 daily departures, Continental also has significant flight activity in Los Angeles, California, Boston, Massachusetts, New Orleans, Louisiana and Honolulu, Hawaii.



Flying Tigers, the world's largest and oldest scheduled air cargo carrier, employed Karen Dillon as its first woman

pilot on April 14, 1971. Currently 21 women fly with the company.

Founded by Robert W. Prescott on June 25, 1945, Flying Tigers provides charters, carriage of both freight and passengers, and contract flights for the U.S. Air Force, all throughout North and South America, Asia, Europe, the South Pacific and the Middle East.

FEDERAL EXPRESS

Federal Express employs 51,000 people worldwide. Its first female pilots were hired in April, 1978 and included Ann Kaskel -- now a 727 captain -- Renee Galloway and Nancy K. Johnson; total women pilots now number 55.

Today Federal Express flies a network spanning the United States, Canada, Europe, Latin America and the Far East to serve 89 countries.

But it wasn't automatic and it wasn't easy. Youthful founder and chairman Fred Smith first outlined his package delivery system in a term paper written for an economics class at Yale University. He received a C grade.

Smith's family committed much money to the venture, and was augmented by an unprecedented feat of fundraising. Federal Express was launched in 1973, and has grown from a handful of packages that

first day to an average 900,000 shipments daily. It took just under a decade to become a \$1 billion company, and to become the first in American business history to do so with no acquisitions, and so quickly after startup.

Federal Express claims 98 percent reliability in delivery with its "hub and spoke" distribution system, also subsequently used by other air cargo companies and passenger airlines.

The superhub, the carrier's central sorting system in Memphis, Tennessee is continually refined to keep pace with Federal Express' ever-increasing volume. Whether the number of packages is 35,000 (as it was in 1978) or 900,000, all must be sorted within a two hour window of time to meet next day delivery commitments.

Regional metroplex sorting facilities exist in Newark, New Jersey and Oakland, California, as well as Brussels, Belgium.

NORTHWEST



Northwest Airlines employs 64 women pilots. The first was Barbara Wiley in 1974.

America's oldest carrier, Northwest Airways was formed in August 1926 to run Mail Route 9 between Minneapolis / St. Paul, Minnesota and Chicago, Illinois. Its first passenger travelled between those points July 5, 1927. The airline became international in 1928 by weekly service to Winnipeg, Manitoba, Canada via Fargo, North Dakota.

Northwest Airlines, Inc. was formed in 1934, and began to modernize its fleet. Service to Alaska began in 1946, followed by service to the Aleutian Islands. Flights to the Orient, including Tokyo, Seoul,

Please turn to the next page.



The first woman pilot employed by Indian Airlines was Durba Bannerjee, in 1966. Today eight women fly at Indian, of which two are captains.

The history of flying in India dates back over 100 years, Joseph Lin's balloon launch to 7500 feet from Lal Bagh Garden in Bombay in 1877. India was also the site of the first airmail flight on February 18, 1911, when French flyer Henri Piquet flew from Allahabad to Naini.

Development of civil aviation took a turn in 1927 with establishment of the Civil Aviation Department. Imperial Airways provided the first internal air service in 1931, for the undivided India between Delhi and Karachi, now capital of Pakistan.

Credit for India's first really effective internal air service, however, goes to Tata sons. They began October 15, 1932 with weekly airmail between Karachi and Madras in a single engine aircraft. Several other small airlines also operated during the remainder of the 1930s.

In May 1945, the government of India announced a new policy to develop air transport services. In two years the government licensed 11 companies to operate regionally.

**INDIAN AIR-
LINES—Durba
Bannerjee in the
cockpit of an Airbus.**



Indian Airlines was finally born August 1, 1953, the combination of eight private airlines formed under government nationalization. Its fleet has grown in 40 years, first to include eight turboprop Viscounts in 1957. In 1961, five Fokker Friendships were added, and another five the following year. These new planes gradually replaced the aging wartime Dakotas.

The jet era dawned on India in 1963 with the introduction of French Caravelles.

In 1967-68 came the HS-748s, the first passenger aircraft built in India. Six

remain in IA's fleet.

The 1970s brought an accent on capacity with the introduction of Boeing 737s in 1970-71, and later with the Airbus A-300, able to carry 273 passengers and 10 tons of cargo.

Introduction of the 737 also gradually brought the jet age to the most remote parts of the country, making trade and communication easier and more widespread. Today, Indian Airlines has one of the largest domestic networks amongst IATA carriers.

NORTHWEST AIRLINES

Continued from page 7.

Shanghai and Manila, began July 15, 1947.

Over the next several years, Northwest expanded generally. Trans - Atlantic flights were begun in 1979. Air freight was added in 1961, and today Northwest's air cargo operation is the largest among all U.S. combination carriers and one of the largest in the world.

In 1986, the airline industry's largest merger took place between Northwest and Republic Airlines. The combined carrier serves 133 cities in 21 countries over Asia, Europe and North America. Its U.S. system spans 41 states. Northwest operates 315 aircraft and employs 34,000 people.

America West Airlines

America West Airlines currently employs 14 female pilots, the first a member of the airline's very first class of pilots.

Calling itself a high quality, low fare national airline America West is based in Phoenix, Arizona. The carrier serves 43 destinations throughout the U.S. and western Canada with one of the industry's most modern all-Boeing fleets of 737 and 757 jets, as well as the 737 passenger de Havilland Dash 8 turboprop.

The dominant airline operating in Arizona, America West has 157 daily departures from its hub at Sky Harbor International Airport in Phoenix, and 89 from Las Vegas, Nevada.

August 1, 1983 the airline began flights with three aircraft and 280 employees. Today it employs over 7000 people who hold stock and share profit in the company.

Incorporated in 1981, America West came of the deregulated airline industry. After two years of planning, the company's experienced management team gained the confidence of the investment community, raising over \$85 million dollars, partly public stock offerings.

The airline has developed using the Superhub concept at its Phoenix base, and at Las Vegas as a gateway for travel throughout its network. This scheduling concept allows America West to take advantage of its dominant position in both Phoenix and Las Vegas, doubling its competitive intensity in its market niche.



ROYAL JORDANIAN

الملكية الأردنية

ROYAL JORDANIAN—Tagarid Akashesh receives her wings.

The Royal Jordanian Airline employs two women pilots, Tagarid Akashesh and Samar Alouran.

"I want our national carrier to be our ambassador of goodwill around the world and the bridge across which we exchange culture, civilization, trade, technology, friendship and better understanding with the rest of the world," said Jordan's King Hussein in December 1963 when Alia, the Royal Jordanian Airline was established by his royal decree.

The airline existed on paper, anyway, and had royal instructions to be airborne within seven hectic days. Alia was given two Handley Page Dart Heralds by the Royal Jordanian Air Force. \$460,000 was raised from private and government sources to buy a Douglas DC-7, and 250 employees were hired.

The following Sunday, December 15, 1963, Alia's first scheduled flight took off for Beirut from Amman's Marka Airport. Hours later a weekly service was inaugurated to Cairo and Kuwait. The airline was soon serving 23 cities on three continents, with 29 sales offices abroad and 1277 employees, including 70 pilots.

During the 1970s new points were added to Alia's network and subsidiaries established, including The Alia Catering Center, Jordan World Airways -- a cargo charter -- and Arab Wings, the region's first jet charter. In 1973 the Arab Wings Flying Ambulance was begun, then an aviation consultancy, Arab Air Services, and financial and management interests established in various new hotels.

Alia became the first Arab airline to use Boeing 727s, to appoint Tagarid Akashesh the first Arab female flight engineer in 1973, the first to fly to the Far East and to operate direct scheduled flights between the Middle East and New York.

In 1980, passenger count passed the magic one million mark, a figure consistently maintained ever since.

In keeping with its policy of fleet modernization, one Boeing 747, two



Lockheed TriStars, and three 727s entered service in 1981. The following years, three more TriStars were purchased, bringing Alia's total to 18 aircraft serving some 30 destinations.

Business class was introduced in 1982, and "Ya Hala" inflight hospitality service. Deluxe reclining "sleeporette" seats were fitted in first class cabins during a major upgrade.

Ground handling and passenger facilities were improved when the new Queen Alia International Airport was officially opened at Amman May 25, 1983. The airport was totally operational within 24 hours of transfer from the old Marka facility.

By now 20 years old, Alia was coming of age. Expansion continued in 1984 with three new North American destinations, and more in the Middle and Far East. The first complete overhaul performed entirely in Jordan was conducted upon Boeing 707s by Alia Engineering, at its new maintenance hangar. Employees totaled 4663 worldwide.

In March of that year Alia scored another first among its Middle East neighbors with twice weekly TriStar service between Amman and Los Angeles.

From a nucleus of propeller driven Dart Heralds and a DC-7, chairman and CEO Ali Ghandour says, "We have painstakingly matured over the years. We have come of age and are ready to take a quantum leap into the 1990s."

That decade will begin with delivery of six Airbus A320s.

Of its more than 900 pilots, Australia's Qantas Airlines employs seven women. Sharelle Quinn and Ann Bennet were the first, both employed in 1984.

One of Queensland, Australia's claims to fame is as the birthplace of Australia's

national airline, Qantas.

The airline was conceived in a heavily-laden and protesting Model T Ford lurching its way across the northeast state's trackless wilderness.

The year was 1919. Lt. P.J. McGinness

and Lt. W. Hudson Fysh, both veterans of the Australian Flying Corps of the First World War were surveying part of the route for an air race from England to Australia. The race, which offered a prize

See QANTAS page 17.

SECTION

NEWS

East CANADA

Section officers attended the All Canada Section meeting in Saskatoon, Saskatchewan during April. The exchange of information was thoroughly enjoyed, as was the chance to renew friendships and partake of western hospitality.

The annual East Canada Section meeting was held at the London Flying Club on May 14. Information sharing workshops were held in the morning, on the subjects of poker runs and Operation Skywatch. After a delicious seafood buffet, we were treated to a colorful and informative presentation on ballooning before plunging into a business meeting.

Three chapters presented awards at regional science fairs, and the Section did so at the All Canada Science Fair. This continues to be a rewarding means of giving positive encouragement and support to youth interested in pursuing a career or interest in aviation.

The decision was made to critically re-evaluate our role in Operation Skywatch, conducted jointly with the Ministry of the Environment to monitor pollution.

It was gratifying to realize that the Section had increased its membership by 17 percent over the past year -- evidence of the success of chapters' dynamic and diverse activities.

On behalf of all 99s, Andy Carswell was presented with a book about Amelia Earhart at his retirement as Regional Safety Officer with Transport Canada. Andy has had a spectacular aviation career and made significant contributions to safety awareness.

East Ontario

We celebrated the 20th anniversary of the chapter with a dinner at the local Oriental

restaurant, and reminisced about flying experiences over the years.

We attended the convention of the Canadian Aviation Historical Society, held in Ottawa, and especially enjoyed the presentation on "The Role of



ALL CANADA SECTION MEETING—East Canada Section representatives who ventured to Saskatoon are l. to r. Sue Ehrlander, Gwen Hems, Donna Deaken, Isabel Peppler.

Women in Canadian Aviation" by Shirley Render. Lorna de Blicquy took part in another presentation, "The History of Spartan Air Service." She is a former employee.

Another highlight was touring the new National Aviation Museum, officially opened in June this year.

Five attended the annual meeting of the Section held in London, Ontario May 14th.

Congratulations to Lorna, who recently joined the Department of Transport as an inspector-engineer training. Her responsibility is the coordination of lecturers for training programs for engineers and civil aviation inspectors. Congratulations also to former member Cathy Fraser, just hired by Air Canada as a second officer.

NEW YORK — NEW JERSEY

...Triumphant poker run

...New officers include Carol Emmens, Barbara Fioravanti to chairs—

North Jersey

Our major fundraiser, the poker run, was held end of April,

Finger Lakes

Our May meeting was held May 17 at Connie Nelson's home. The program consisted of election of officers, an update of the Fall Section (October 21-22) meeting plans, and a viewing of two videotapes, one on Beryl Markham, one on Women in Aviation.

New York Capital District

We elected new officers May 18th. New chairman is Barbara Fioravanti, vice chairman Ann Elliott, secretary is Peg Weiss, and treasurer Mary Lou Falco. Florence Dooley is nominating committee chair. Hangar flying and planning for summer events completed the meeting.

MIDDLE EAST

...Macario heads bus trips

...Tinkl pilots charters

...Insurance advice

...Pennies-a-pound brings new members for W. PA—

Combined chapters activities

The Potomac and Washington D.C. chapters participated in a fifth annual Aviation Career Awareness Day May 20, jointly sponsored by the District of Columbia Air National Guard and the Tuskegee Airmen, Inc. The purpose was to provide a fun opportunity for the youth of metropolitan D.C. to better understand aviation career possibilities. The 99s had an impressive booth with assorted handouts and two videos (*Women in Aviation* and *Looking Up to Your Aviation Career*) showing throughout the day.

We expected 1400 eighth and ninth graders, but only 800 showed up due to very poor weather in some areas. Despite it, we and the other exhibitors enjoyed talking with the students and teachers. And the students

and was a great success. Barbara Mead chaired the event this year and reported that 72 poker hands were flown. Malcolm Forbes came through with a first prize of an hour ride for two in one of his balloons.

Leslie Ann Highleyman is a proud winner of an AE Scholarship to complete her CFI this summer. She also spoke at a recent Paramus CAP meeting.

Barbara presented the new slate of officers: Chairman Carol Emmens, Vice Chairman Leslie Highleyman, Secretary AJ Starr, and Jackie Patel, treasurer. Barbara has just been elected Section secretary.

June 11 was planned to be an airmarking and picnic, plus a business meeting to discuss proposed changes to the international bylaws.

loved sitting inside DCANG C-21 and C-22, DCANG UH-60, MDANG C-130, 459, AFRES C-141 and MDANG C-130. They also took pictures around the A-7, F-15, F-16, F-106 and KC-135, and the A-37, all brought in from Guard units that arrived Thursday from Virginia, South Carolina, Louisiana, New Jersey, Pennsylvania, and New York.

Eastern Pennsylvania

We're welcoming new member Jane M. Fitts.

Our monthly meeting was attended by 22, along with two prospectives. Gayl Henze gave an interesting presentation of the emergencies which could occur in instrument conditions, while Marge Bryant made us aware of what could happen in good weather and in training in small airplanes.

Joan Bertles has done it again. She is one of only 75 of the best Beechcraft salespersons invited to Beech's 12th annual Highly Invitational Blue Chip Bash in Palm Springs, California. She also was one of seven honored in Beech's Boulders in Carefree, Arizona in June.

Margaret Braden, Paul and their two children went to Santa Clara, California for the annual National Air Transportation Assn. (NATA) meeting. A revolutionary, and potentially very valuable, program was unveiled. NATA hired a marketing and public relations firm to devise a national campaign to acquaint the public with general aviation, and the benefits of charter and flight instruction. Aircraft operators, FBOs, fuel companies, and hopefully all other aviation businesses will get involved to fund it.

Kate Macario's March bus trips to the Air and Space Museum in Washington, D.C., and during April to the aircraft carrier "Intrepid" in New York were very successful, although most of her passengers were other than 99s. Twelve Boy Scouts joined in to see the carrier, and reported it well worth the visit.

Evelyn Tinkl has been instructing and doing maintenance at Baedar Field, but is now a full time charter pilot.

Delaware

At our April meeting, Dennis Einstein had lots of good advice regarding aviation insurance. He advised to shop around, and to investigate whether your agent is doing a thorough job of looking for the best rate for your coverage. Also, Einstein advised to be sure the same coverage is being compared; \$1,000,000 liability with a maximum of \$1,000,000 per person is different from \$1,000,000 "smooth" -- with no per person maximum. He urged renters to get insurance, saying it's not very expensive.

Our poker run May 14 was a big success. Weather cooperated to give us a good day for flying. Over 100 hands were sold to 12 airplanes and one helicopter which flew the event. Jack O'Leary won the pilot division, and Midge Oliver the nonpilot division. Thanks to Renee O'Leary, Marilyn Alderman, Ruth Huntsberger, Betty Wolfe, Carol Weiser, Mary Heinsohn, and Ann Butler for working in preparation and on the day of the event.

Congratulations to Judy Foster, first woman CAP staff pilot in Anchorage, Alaska, and to Carol Mac Ateer, who has completed FAA Flight Service Training, and is now stationed at the Martinsburg FSS.

Hampton Roads

We painted a compass rose at Suffolk Airport, Virginia May 14 and 15.

New officers for the coming year will be Joan Brockett, chairman; Betty Armstrong, vice chairman; Linda Bangert, secretary; and Maria Flint, treasurer.

Western Pennsylvania

We're welcoming a few new associates. Elsie Berk, 71, came to us from Pennies - A - Pound. She thoroughly enjoyed her airplane ride, and now wants to take flying lessons. Becky Fowler found the 99s by the same route, taking two airplane rides that day. Lesley Katancik is currently in Jean Silverstein's ground school class. Her first meeting was the Spring Sectional in Parkersburg, West Virginia.

Congratulations to these new officers: Chairman Jane Althar,

Vice Chairman Sherree Seaber, Secretary Evelyn Kanzelmeyer, and Jean-Ann Carnahan, treasurer.

SOUTHEAST

*...Kitty Hawk airmarking is front page material
...Goldcoast approaches membership goal—*

Kitty Hawk

Eight flew in to Goldsboro - Wayne Airport to repaint the airmark, along with two aviation students from Wayne Com-



munity College. A front page color photo followed in the local paper!

Hazel Monroe just returned from a three week trip to China where she toured the countryside by foot and train, learning the customs of the local people.

Florida Goldcoast

Goings on include our May meeting, held at the home of Ways and Means Committee Chair Ann Nobles ... Chapter membership is fast approaching our 1988 goal of 45 members ... Ursula Davidson represented us at the Southeast Section meeting in Perry, Georgia ... A "Back to Basics" safety seminar was organized by Holly Friedman and sponsored by the chapter.

North Georgia

Goings on include a recent tour of the Atlanta ARTCC in Hampton, Georgia ... Anne Mitchell, Joan Smith, and Joyce Pittman attended the Spring Sectional, then toured the Air Museum at Warner - Robins AFB afterward ... Lucy Young recently returned from the

BLUE RIDGE—Attending the Southeast Section meeting were Chairman Lee Orr, Tence Rhea, Dot Penney, and Louise White. Lee was recently awarded an AE Scholarship. Five, including the above plus Madeline Kennedy worked the Great Southern Air Race at Hilton Head Airport. Special thanks to 49 1/2s Bob Penney and Bud Rhea for their help.

annual International Society of Women Airline Pilots convention, held this year in Rome, Italy and hosted by Alitalia.

NORTH CENTRAL

*...Elinor Kline elected All Ohio chair...Linda Schumm marks 500th jump...11th Pinch Hitter course brings 30...First flights for K.C. Cub Scouts
...High winds damage planes in Lake Erie—*

All Ohio

We flew to Richard Downing Field at Coshocton in April. It was a beautiful, though a very windy day. Hostess Sandy Randles put on a great event, including a free lunch from the Coshocton Pilots Assn., and a tour of the Missionary Maintenance Service, which refurbishes aircraft for use by missions worldwide.

Installation of officers took place in May in Norwalk. Elinor Kline became new chairman, Linda Blodgett, vice chairman, Carol Deitsch, secretary and

Roberta Jones, treasurer. Thirteen pilots participated in a spot landing arrival contest, organized by Cherri and Ben Hussan. We then had a great time watching ourselves on videotape during lunch.

Among other goings on are Linda and Roger Blodgett, who flew to Biloxi, Mississippi and to Clearwater, Florida during April ... Jean Allen completed her Phase IV Wings Program ... Linda Blodgett took her fourth grade class to Ashland Airport, where three students who sold the most candy bars got an airplane ride ... Peg Figley is close to getting her instrument ticket, having recently completed her long cross country ... Lalah Flynn gave an eight year old girl an airplane ride, after the girl had requested a woman pilot ... Nick and Jayne Herman found out how their Travelair landed with an engine out after the left one quit on their return from New York ... Connie McConnell took three developmentally handicapped classes, aged five through seven, to the airport for rides.

Aux Plaines

We were well represented at the Section meeting in Moline, Illinois, held the last weekend of April. Margaret and 49 1/2 Henry Biedron flew, Mary Wedel and Sue DeWulf drove, and Virginia Rabung was fortunate to get a ride in Beverlee Greenhill's Aerostar.

Other goings on include Dee and 49 1/2 Chuck Davis, who brought us good reports after attending the "Communicating for Safety" seminar sponsored by Eastern Airlines and Embry - Riddle in Orlando, Florida May 11-13 ... We're finishing preparations for the Illi - Nines Air Race in Danville, Illinois ... Margaret Biedron assisted with Stick and Rudder Flying Club's open house April 24, with free airplane rides, delicious refreshments, interesting people and hours of hangar talk.

Central Illinois

Jean McLaughlin, Corky Fuller, and Donna Sendele were hosts for our May meeting at Galesburg, Illinois. Corky and Donna, new to the chapter, were introduced to our activities. Jean

West, Lib Kaiser, Jayne Scheik, Anita Albert, Linda Hamer and Deed Holcomb brought home the plaque we received at the North Central Section meeting. Other goings on are these: Linda Schumm was congratulated for her 500th skydive ... Mary McFadden joined Kay Gaitros

In addition to the Pinch Hitter work, everyone enjoyed a get - acquainted party and completion ceremony on Saturday.

Nineteen of us attended the Section meeting, from which we brought home the attendance trophy. We also earned the safety award, were second for the

suggestion of the tower, we did wash 15 cars, and, at last, one airplane. The Scouts provided a pickup and delivery service for cars on the airport.

Indiana Dunes

Charlene Falkenberg was chief instructor for our second flying

RECAP: North Central Section meeting



MARIE ANN MERDIAN—
Founder of the Quad City Area chapter, Marie was also instrumental in creating the name 'Illi-Nines Air Derby'.

The Quad City Area chapter played host to the North Central Section's Spring meeting April 29 - May 1. They ordered super weather for the entire weekend, and got it. Many flew in to the meeting, making it our largest ever with 212 attending.

A wine and cheese reception was held Friday evening to honor incoming Section officers and everyone who volunteered to serve the Section by being a candidate. Bright and early Saturday, we joined for a continental breakfast, roundtables and meetings. Representation included 149 members from all chapters except one at the business meeting.

The Racy Lady Luncheon was followed by a cruise on the

Mississippi River. The banquet featured an entertaining talk by Charie Wells, installation of officers by past International President Lois Feigenbaum, and awards.

The Great Lakes Region of the FAA awarded its accident prevention counselor of the Year Award to Ruth Rockcastle, Chicago Area chapter. A.E. Scholarship medals were presented to Madeline Monoco, Chicago Area chapter, and Linda Mattingly, Indiana Dunes. Gail Wenk, Chicago Area, was honored for her service to her chapter with the Governor's Service Award. The Section meeting Attendance Award now graces the meetings of the Greater Detroit Area chapter for the next six months.

and Carol Swisher, our 66s, and were pinned with Guardian Angels ... We were delighted to see Marie Ann Merdian at the Section meeting. She's a former member of the chapter, a founder of the Quad City Area chapter, and also responsible for naming the Illi - Nines Derby in 1968.

Greater Detroit Area

We hosted our 11th annual Pinch Hitter course at Ann Arbor Airport May 20-22. Dorothy Gillis and Bernice Miller, chairman and co-chairman respectively, did a fantastic job coordinating it. Thirty nonpilots were instructed, debriefed and encouraged by 15 volunteer instructors, three ground instructors, 18 debriefers and dozens of hard working 99s, spouses, and volunteers. FAA Accident Prevention Specialist Ron Koenes sent FAA weather briefers to help with the program for two days. Members from all three Michigan chapters participated.

aerospace award, and received a certificate for airmarking.

Greater Kansas City

Jean Wilson and Micky Pinkston provided memorable first flights for a pack of Cub Scouts from Kansas City, Kansas April 28 at the Johnson County Executive Airport.

We received the North Central Section Legislative Award on April 30 during the Spring Section meeting.

Greater St. Louis

We welcomed new officers May 17, and paid tribute to outgoing ones at a meeting held at the Clayton Club in St. Louis, Missouri.

Six of us made the Section meeting in Moline, Illinois. The weather looked great for flying, but we decided to go by automobile.

Our Explorer Post's Airplane Wash fell on that rare Saturday when no one was flying. At the

companion seminar this year. She was assisted by instructors Linda Mattingly and Carol Stephens. Shirley Spry and Joy Rickel were on hand to give extra, personalized help.

We've been busy. Charlene was a judge at the National Intercollegiate Flying Assn. (NIFA) national meet. She also went to a seminar at Lake Station, Indiana, spoke to Trinity Church Couples Group about women in aviation, and received a proclamation from the mayor of Hobart, Indiana at the May Council meeting.

Gail Schroeder, on behalf of the Indiana Aerospace Education Council, judged the aerospace projects at the North Indiana Regional Science Fair at Notre Dame University. Courtney Bargerhuff attended the safety seminar at Berrien Springs and authored pro-general aviation announcements that aired on WEFM radio. Five of the spots mentioned the 99s. She also secured advertisers to pay for the

presentations to run several times each day.

Kentucky Blue Grass

John Paul Riddle, of Embry - Riddle University, will be an inductee into Memory Lane at the International Forest of Friendship this year.

We plan to host the Western Night party at this year's convention. Preparations include mastery of the two - step.

Planning is underway for the Kentucky Air Derby in August.

Lake Erie

Our May meeting was at Baron Aviation, Burke Lakefront Airport where we surveyed damages to the club's tied - down aircraft caused by 62 mile per hour winds. After a potluck dinner we elected officers and made plans for the coming year. Dodie Jewett reported on the Section meeting, which Meigs Adams, Edye Maxim, and Marg Juhasz also attended.

We held an FAA safety meeting May 18 to discuss terminal procedures. Our 5th annual Pinch Hitter course was held at Portage County on May 21.

Wisconsin

We held a spot landing contest at the Hartford, Wisconsin Airport in April. It was followed by lunch at the home of Gail Indermuehl. Our program concerned the new computerized weather program, Weather-mation, found at 38 airports in Wisconsin.

May weather was windy, but 99s and 49 1/2s gathered at Central Wisconsin Airport in Mosinee despite. We relived the past as we reviewed our old scrapbooks, reminiscing with Pat Kelly about some of the air events hosted through the years.

SOUTH CENTRAL

...El Paso fundraiser: breakfast for 78

...Gardner Whyte to be honored in Boston...10th Okie Derby to be best ever
...Hardey's Citabria rebuild complete—

Colorado

Goings on include World War II WASP Grace Mayfield, who related her experiences ferrying

May meeting ... An annual picnic in June was held at Parkland Estates with swimming, tennis, and hangar flying forming the agenda ... Scholarships went to 66s Dagmar Andersch and Laura Lange ... Greeley was airmarked and a booth displayed at the three day Colorado Air Safety Congress and Trade Show ... A successful spring Flight Without Fear Clinic concluded with the graduation of 15.

Dallas

New officers were installed by Hazel Jones at the May Installation Banquet.

Enthusiastic reports were given by all attending the South Central Section meeting.

El Paso

Goings on: The May breakfast at West Texas was a success. We served 78 breakfasts to aid our ongoing money making project ... Matching jumpsuits will identify us as 99s for the Amigo Airshow ... During June, the installation dinner meeting, another 99 breakfast, and an informal luncheon were held ... A flying seminar was presented to the Girl Scouts.

Fort Worth

On April 9, Fort Worth hosted a very successful 1st annual Cowtown Rally. Thirty two airplanes entered a time and proficiency air rally, and in all, approximately 200 enjoyed the festivities.

Many of us braved very high winds and cold weather to respond to a call from Navy Dallas to volunteer during their annual airshow.

Congratulations to Edna Gardner Whyte, selected as the 1988 recipient of the Godfrey L. Cabot Award that will be given in Boston on June 3 by the Aero Club in New England.

Kansas

New officers include Chairman Phyllis Blanton, Vice Chairman Linda Massey, Secretary Jaci Payne and Treasurer Nancy Sheldon. Installation was held at the home of Janet Yoder, along with a hamburger fry and wiener roast.

The flying companion seminar, held in conjunction with the Kansas State Aviation Con-

ference, had 13 students in attendance. Kathy Kingston was our guest from the Kansas City chapter. Teachers and helpers were Karen Tucker, Linda Massey, Nancy Sheldon, Cathy Roper, and Janet Yoder. Phyllis Blanton was the director.

Kay Alley put hours and hours into getting the Kansas State Aviation Conference put together. Attendance totaled 400. Nineteen excellent seminars were well attended, and the tours to McConnell AFB, WSU Wind Tunnel, Wichita control tower, and the Cessna Citation assembly plant were booked full. There were 40 exhibitor booths and a balloon inflation.

We had a great turnout for the B1-B bomber tour at McConnell AFB. The captain and navigator gave us personal "sitting in the cockpit" tours plus much information about the plane. Cathy Clothier's KC-135 crew was the first to air re-fuel the McConnell B1-B, and she helped make the tour possible. Guest June Beers, chairman of the Detroit Area chapter accompanied the group.

Phyllis Blanton is spearheading and organizing airport operations for the International 99s Convention at Shangri La.

Northeast Kansas

Goings on included airmarking

Junction City's numbers and centerline ... Installation of officers was held at Atchison ... A get acquainted breakfast was well attended by members and guests ... Joyce Russ and Brooks Powell are making sashes for us to serve as a common uniform ... Trish Gruefe, Brooks, and Virginia Colbert joined others in delivering daffodils to cancer patients for Palm Sunday. We also flew daffodils to Horton, Atchison, and St. Joseph.

Oklahoma

We're underway in preparing the best Okie Derby ever! It's the 10th annual event, to raise money for a flight training scholarship. The famous hospitality room will be featured. Survival of this for ten years will be marked with a "Mash Bash" complete with Rosie's bar, skits, costumes, and prizes.

A splendid crew of airmarkers, led by Chairman Norma Vandergriff, struggled with threatening weather to re-mark the Wiley Post compass rose. After the rose was finished, the weather turned beautiful.

Mustang Airport received its pre - airshow spiffing up with two days of airmarking by 99 painters.

Helen Moulder and Shirley Brown represented the 99s at Will Rogers Elementary School as part of a program called *Getting High on Flying, Not Drugs.*

Sue Halpain and Shirley helped in several planning sessions for the Southern Nazarene University Fly-in, Drive-in Promotional Day. Those attending were rewarded with a picnic supper in the hangar, some flying, and most of all, listening to Gordon Baxter speak.

Notable 99 accomplishments include Mary Kelly as president of the Oklahoma Airport Operators Assn., Nancy Barrett as Deputy Director of the Oklahoma Aeronautics Commission, Terry Neese honored as Women In Business Advocate -- she received the award in Washington, D.C. -- and Jo Ann Carpenter's aerobatic flight with Bill Kershner. Jo Ann has been at the National Safecon for five years, and attended the national meeting of the University

NEW RATINGS

Sabrina Kipp, Maryland chapter: Captain, deHavilland-7 ... Barbara Ohliger, Delaware: helicopter commercial ... Carol Landefeld, Greater Detroit Area: CFI ... Laura Warman, Greater Detroit Area: CFI ... Gina Taylor, Oklahoma: commercial ... Charl Agiza, Fort Worth: instrument ... Diane Myers, Fort Worth: CFII ... Constance Francis: Las Vegas Valley: 135 checkride ... Lucia Malek, Santa Barbara: seaplane ... Susan Chapple and Chris Emmons, Santa Barbara: instrument ... Lee Wilkerson, Santa Barbara: CFII ... Mayitta Behringer, Santa Clara Valley: ATP ... Vicki Frazier, Las Vegas Valley: private ... Catari Lacorazza, Santa Clara Valley: private ... Elaine Panter, Las Vegas Valley: instrument ...
CONGRATULATIONS ALL!

Aviation Assn.

Other goings on: Susie Sewell hosted the May business meeting ... Several flew to the Azela Festival, and Mary Kelly hosted the luncheon at Hat Box Airport in Muskogee ... Members are rehearsing their Star Search numbers for convention ... With all this activity, no one has time to cook, so attendance at our bunch lunch is outstanding.

Shreveport

New member Sandy Phillips hosted the May meeting in her lovely home in south Shreveport. Program chairman Starr Stone had a real treat for us in Charlie Morgan, a graduate of the Air Force Academy. He kept us spellbound with slides and a videotape of the training program, and his experiences piloting the SR71.

Ray Hardey completed the rebuilding of her Citabria and it's already been purchased. This makes three completed airplanes for Ray and we think this has to be a record.

South Louisiana

Congratulations to our Lake Charles members, who now number ten, and growing! An active group, they recently airmarked the taxiway at the new Southland airport, south of Sulphur, Louisiana, with letters 30' high and 20' wide. Airport manager and new 99 Jennifer Miller, was quoted in the Lake Charles newspaper as saying the airmarking could be read from 10,000 feet.

We've been busy, parking aircraft and recruiting new members at the Lafayette Air Show, and at the Hammond Balloon Festival and Air Show. Activities were coordinated by Dr. Sandra Leder and others.

Other goings on include Pat Ward, who says her new statewide aviation newsletter is going well, getting lots of subscriptions and positive feedback ... Pat and Gloria Peterson serve on the board of directors for the Baton Rouge Pilots' Assn ... A new member drive was planned for June in Baton Rouge to recruit 99s.

Tulsa

The April meeting was Charlie

Harris' presentation on flying antique aircraft. He showed films on flying those airplanes when they were considered state of the art. The May meeting was held at Tulsa VocTech. Paul Bordwich, Chief Pilot for Airovac, was the program; Fran Rankin was hostess.

Charlene and Ron McCullough, Oz and Bill Landrum, Phyllis Scott, and Jan Minnerath all attended the Spring Section meeting.

NORTHWEST

...Donna Davidson new chair at Columbia Gorge

...BFR update by Alaska Airlines captain

...Spot landing contest for N.D. meeting—

Columbia Gorge

Flight instructor Judy Secrest was married April 30 to Allan Peterson of Hood River, Oregon. On June 21, Judy left for a week of training in California toward her ATP in a Citation. She recently scored 94 percent on the written.

Donna Davidson, Lois Blumenstein, Mickey Sampson, and Helen and Walt Fargher flew to Pasco, Washington to attend the mid - Columbia 99s Easter Egg Luncheon and airshow put on by the USAF Thunderbirds. Mickey won a t-shirt prize for having the least number of points.

Captain Zaugg of the Oregon Wing CAP gave an interesting talk on the CAP history and activities at The Dalles' meeting on April 26.

New officers were elected, and took office at the April meeting. They are Donna Davidson, Chairman; Joan Hudson, Vice Chairman; Secretary and newsletter editor, Helen Fargher; and Pat Edmundson as treasurer.

Greater Seattle

A special thanks to hostesses June Blackburn and Barbara Green, whose meeting at Harvey Field in Snohomish included a biennial update lecture by Alaska Airlines Captain Steve Hutchinson. Phyllis Baer and one of her students, Marieanna Fay, won the preflight contest following our business meeting. Twenty two attended the meeting with eight airplanes flying into

the field.

Incumbent officers were voted in for another term of office.

Southern Cascade

A spot landing contest seminar was held at Ashland Air June 5. The firm provided instructors to assist in "spooling up," along with a brunch.

Willamette Valley

A scheduled fly-in to Hillsboro was diverted to Albany because of weather. Future plans were discussed over lunch at the Takeena Lodge on the field. A joint luncheon with Southern Cascade chapter was scheduled for June 22 at Ashland.

North Dakota

We're active as ever! In April, we toured the newly opened Automated Flight Service Station in Grand Forks, North Dakota and were briefed on the multiple services now available. Our May meeting was a spot landing contest held in Dickinson, North Dakota. Both power-on and power-off landings were judged, with Dianne Herr being the proud winner. Airmarking was scheduled for June.

SOUTHWEST

...Kathy Walton new Section Governor

...Ferguson takes award at 'exciting' Safecon

...Sacramento surprises Winn with presentation

...Santa Barbara supports their own at IAC trials—

Congratulations to the new slate of officers for the coming term, including Kathy Walton, governor; Lois Erickson, vice governor; Mary Bovee, secretary; Stacy Hamm, treasurer; Jean Scheffman, nominating chairman; and Amelia Erickson, Janice Gary, Mary MacDonald and Dorothy Robinson, nominating committee. A fond farewell and thanks to the outgoing ones.

Aloha

We're proud of member Mimi Tompkins, copilot of Aloha flight 243, who along with Captain Robert Schornsteimer displayed cool professionalism in landing safely after much of the fuselage

of their aircraft had been blown away.

Several went on an all day trip to Lanai to take in the sights. Others overnighted at Kamuela on the Big Island. Lindy Boyes attended an Aviation Writers Convention in Boston, Massachusetts, and while there she attended the New England Section meeting. Cindy Hughes Berwyn flew as Captain (Reserves) on one of the three KC-10s escorting F16s to Kadena and Korea.

Arizona Sundance

Falcon Field Park was the site of a chapter picnic in late May. A short business meeting and hangar flying session were the agenda for the day.

Bay Cities

Australian Section member Nancy Bird Walton took time off from participating in an event sponsored by the Western Aerospace Museum, honoring Charles Kingsford - Smith's crossing of the Pacific Ocean from Oakland, to visit with a group from several area chapters. Kingsford - Smith was Nancy Bird's instructor and the subject of a book she has written.

Ruth Rueckert was honored at the Section meeting, it being the 50th anniversary of her term as a past Section governor.

Patty Tormay is working for Horizon Air, flying in Oregon and Washington.

Cameron Park

Goings on include T-34 stunt flyer Julie Clark, who performed her aerial ballet at the Rancho Murieta Air Show in mid - May. She can be seen in shows across the country ... Doris Lockness will be exhibiting her World War II Vultee Stinson L-5 "Swamp Angel" in static displays at upcoming northern California airshows.

El Cajon

Goings on include the Gillespie Field open house, a wonderful success. We staffed a Coca Cola booth and gave five - cent - a - pound rides ... Dottie Campbell and Jean Keys will participate in the Aviation Fair at Godfrey Berry School in South Bay ... Plans are being made to airmark

Agua Caliente ... Frankie Clemens did an outstanding job as local coordinator for Air/Space America 88.

Fresno

Participants at our flying companion seminar found it to be a rewarding experience. Another is set for September.

Chandler Airport was to be the start of the 99s Fun Flight Frolic, a poker and proficiency flight scheduled for mid - June.

Fullerton

Goings on include Cathy Ferguson, who received the safety award at the PCIFA Safecon '88 in Prescott, Arizona. She showed superior piloting skills and a cool head in avoiding an imminent collision during competition ... Eleven members participated in Air/Space America 88, held at Brown Field in San Diego, California ... Three teams will compete in the annual Palms to Pines air race, including Evelyn Craik and Jan Morris, Cathy Ferguson and guest Linda Martin, and Sylvia Paoli and International Secretary (now Vice President) Marie Christensen.

Inland California

All preparations are set for the Lil' Ol Airplane Rallye in mid - June. Mardell Haskins and Doris Schlueter recently placed sixth in an air race.

Lake Tahoe

We were presented with the first place APT trophy for small chapters at the Southwest Section meeting in Redding, California. Bonnie Seymour, APT shairman, was thrilled to accept.

Glider pilot Peggy Jo Wandt was awarded the second place scholarship by the Reno chapter. She plans to use it toward obtaining her commercial glider certificate.

The chapter will be at the 19th annual Truckee - Tahoe airshow, sponsoring a food booth. A mountain flying safety seminar is on for July and August, with FAA's help.

Las Vegas Valley

Mid - June found us touring Nellis AFB control facility. The Southwest Section membership award was presented to our

chapter for the largest increase during the 1987-88 year. Several took part in the Hayward Air Race; some flew the route while others worked. The weather was fantastic, the route fun and with 75 planes flying, everyone had a great time.

Mission Bay

Planning for the Pacific Air Race is in full gear. A special one - time trophy will be awarded to the team who best computes its ETA at Bullhead City, Arizona. The trophy is in memory of Marian Delano.

Mount Diablo

Our installation dinner ushered in a new slate of officers, and thanked the outgoing ones. Vickie Miller, immediate past chairman was given a 3' by 5' candy bar greeting card for her tireless work.

Other goings on include Toni Helvey, recipient of the chapter scholarship to pursue her goal of flight nursing ... Six members made a presentation to the Livermore Airmen's Assn ... We did a program and airport tour for a class of hearing impaired children ... Attended Santa Clara's Poker Run and Sacramento's Pancake Breakfast.

Mount Shasta

After a wrap up that followed hosting the spring Southwest Section meeting, we're getting set to paint at Redding Municipal and Corning Airports.

We'll be sponsoring an overnight stay for the Palms to Pines air race. Beverly Romero and others are among five teams revving up for the Air Race Classic.

Phoenix

April and May were busy months with Aviation Day at Deer Valley Airport, which included an airlift, airplane wash and bake sale. Kathleen Browne and Ann Newcombe put together two successful flying companion seminars.

Stacy Hamm and Molly Gentry organized a Girl Scouts' Day seminar at Sky Harbor airport. Toni Patino also sponsored an Aviation Career Day at a local elementary school.

Redwood Empire

Nina Rookaird volunteered to work at Air/Space America 88 and could be found at the Registration Center typing out name tags for the attendees.

LaVerne Whitmill and Nina Rookaird were delegates to the Spring Section meeting in Redding, California.

Sacramento Valley

Goings on include these: Seven attended the Southwest Section meeting, where they made a surprise presentation of a nomination to the Forest of Friendship to Shirley Winn, immediate past governor ... Destination for the May fly-in was the Woodlake Outpost Cafe, near Visalia, California ... Our 4th annual Executive Aviation Fair was very successful. Dorothy Flynn singlehandedly flew 19 people around the local area.

San Fernando Valley

We hosted the 15th annual Jim Hicklin Memorial Air Rallye in May. Winners of the all mens' race were Rosiello / Randazzo, first place; Bernstein / Pluger, second; and Albertson / Gordon third. This year's race scholarship went to Daniel

Fadling, who will pursue his multiengine rating. Sandra Whitson and Rebecca Johnson were presented scholarships to further their career advancement. Sandra will use her's for her aerospace engineer education at Cal Poly Pomona, and Rebecca will complete her instrument and commercial ratings.

Santa Barbara

Going on include a recent International Aerobatic Council (IAC) competition, where several of us flew in to watch Gretchen Gould and her 49 1/2 compete ... We also took in the Watsonville and Merced, California airshows, followed by camping at Columbia ... Airmarked was completed at the Santa Ynez and Santa Barbara airports.

Santa Clara

A new CFII will enter our ranks when Debby Cunningham completes her rating, after being awarded an Amelia Earhart Scholarship.

Marilyn Orloff, copilot on United Airlines Boeing 737s, presented an interesting slideshow on the job of an airline pilot at our May meeting.

IN MEMORIAM



LOIS EVANS WILSON

General aviation suffered a great loss with Lois' passing March 14. A charter member of the Maryland chapter, Lois managed Eastern Flying Service at Essex Skypark for years. The chapter's first meeting was held at Essex back in 1963. The memorial service held March 27 was organized by Donna Hawkings Suwall. Various groups of Lois' friends performed in flight tributes in her honor.

C.G. TAYLOR

The grandfather of Sandra Taylor, member of the All Ohio chapter, passed away March 29. Mr. Taylor leaves a great aviation legacy in the Taylorcraft and the Taylor Bird.

MARIAN DELANO

A member of the El Cajon Valley chapter, Marian passed away April 26 following a stroke. She was very involved with 99s activities, especially the Pacific Air Race. She touched the lives and memories of all the San Diego area chapters. A memorial scholarship fund has been established in her honor.

ANNA BRENNER

A charter member of Redwood Empire chapter, Anna died May 29th at 90 years of age. She contributed so much to The Ninety - Nines, the Southwest Section and our chapter, holding chapter offices, former Section Governor and past Section Historian. Contributions may be made in her name to the International 99s Resource Center.

VIOLA GENTRY

A charter member of the Ninety - Nines, Viola died June 23 in Miami, Florida, following several years of declining health brought on by a broken hip.

The daughter of Samuel and Nettie Gentry, Viola's lifelong love affair with aviation started when she learned to fly in 1925. Her pilot's license -- issued by the Federation Aeronautique Internationale -- was number 6530, and bore the signature of Orville Wright.

Viola set the first solo endurance record for women on December 20, 1928. No indication exists of its duration beyond this cryptic phrase: "... all day and in the vicinity of Curtis Field." She also flew several Powder Puff Derbies and Angel Derbies during her career.

Viola received several aviation trophies, most prized among them the Lady Hay - Drummond Trophy for Courage and Devotion to Aviation. She was recipient of the Birdman Award for Courage.

Her niece, Helen Codling, remembers "Auntie" with a great deal of love, admiration, and awe. It was through Viola, says Helen, that she and her family met such famous aviators of bygone days as Will Rogers, Charles Lindbergh, and Amelia Earhart.

Viola was far ahead of her time in that she dared to be different, to do

what raised eyebrows among folks content to lead more traditional lives. "Auntie was an independent spirit and a gutsy lady and my family will really miss her," Helen declared.



So will the Ninety - Nines and all of us who knew her. Viola had just passed her 99th birthday when she folded her wings, but what she left behind will live forever in the history of our organization.

--Hazel Jones

From Glenn Buffington:

... She was active in endurance flights in the late '20 and '30s, and was recuperating from an accident when the Nov. 2, 1929 organizational meeting was at Valley Stream; she is the girl holding the mum bouquet in that well-used photograph. Viola was first to set a solo endurance record for women, flying for over eight hours.

First Day Cover availability

July 24, 1988 is the 25th anniversary of the Amelia Earhart eight cent airmail stamp. One hundred of the original 1963 First Day Covers will be cancelled that day in Atchison, Kansas, where they were first issued, with an additional AE eight cent airmail and a 20 cent flag stamp added. They were cancelled June 4, 1988 at Boston, Massachusetts, 60 years after Amelia left in the Friendship from Boston Harbor to become the first woman to cross an ocean in an aircraft. A Massachusetts 22 cent and a three cent Paul Dudley White stamp are added. AEMSf donation is \$20.

On August 9, 1988, an AE First Day Cover will be cancelled at Oklahoma City, Oklahoma to commemorate the dedication of the addition to international headquarters. It will be a companion cover to that which recognized ground breaking on November 2, 1986. AEMSf donation is \$12.50, or \$20 for the pair.

The above may be obtained by sending your tax deductible contribution payable to AEMSf, along with a stamped, addressed number 10 envelope to Alice Hammond, 15 Oakdale Dr., Millville NJ 08332.

Ft. Worth NTSB extends deadline to August 22 for more applicants

FORT WORTH, TX - The head of the National Transportation Safety Board's (NTSB) office here, Tommy McFall, says that due to recent in-house changes he still seeks a qualified individual to fill a vacant post.

Availability of this career opportunity was discussed in a story

which appeared in the March 1988 issue of *THE 99 NEWS*, and the requirements stipulated therein still apply, according to McFall. Deadline for applications to be submitted has been extended to August 22, 1988.

The post is a nonflying one, although the successful applicant will have 1000 hours PIC time, commercial and instrument ratings and a valid first or second class medical. McFall is able to waive up to 500 hours of flight time in lieu of qualified past experience. Of the hours required, 250 in small aircraft, and 200 hours multiengine are preferred.

The position requires a high level of oral and written skills, and accident investigation experience is desirable. At GS-9 Civil Service, the position pays between \$22,907 and \$29,783 annually.

Duties include selected in-house aircraft accident investigations, culminating in written reports.

McFall requests applicants submit Standard Form 171 and documentation of their flight experience and recent work history, along with a resume. Materials should be mailed to National Transportation Safety Board, 800 Independence Ave., SW, Washington, D.C. 20594. Attn: Personnel and Training Division, AD-30.

Inspectors' gathering planned

FAA Flight Operations Inspector Ruth Grasel wants to arrange a meeting of other inspectors from flight standards, operations, and airworthiness areas. She invites those interested to plan for Saturday afternoon August 13, during convention in Shangri La, Oklahoma. Ruth may be reached in advance at (602)860-6462, or at work (602)241-2561.

FAR 45.11 requires all G.A. Aircraft to have I.D. plates on exterior effective 3/7/88.

MAKE
MODEL NO.
SERIAL NO.

Our I.D. plates are self-adhesive aluminum and can be applied by the owner/operator. Send \$6.50 to Lakeside Labels, P.O. Box 175, Charlestown, IN 47111. Quantity prices available. Phone 812-948-8147.

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Little Airplanes & Parts, Inc.
13732 Darlynn Drive, Baton Rouge, LA 70816

Ringenberg wins Air Race Classic



HAPPY FACES—The first and second place winners are l. to r. Margaret Ringenberg, and Bonnie Gann and Shirley Zillig.

Margaret Ringenberg won the 12th annual Air Race Classic, started June 26 in Salinas, California and finished three days later at Huntington, West Virginia. Margaret hails from Grabill, Indiana, and is a former WASP.

Fifty one entrants raced nearly 30 aircraft over the 2,407 mile course. Start of the race was delayed one day, due to thunderstorms over mountains enroute. Standings are as follows:

- 1st place: Margaret Ringenberg; PA-28-160; score 34.254
- 2nd: Shirley Zillig / Bonnie Gann; Grumman AA5B; 30.562
- 3rd: Janice Brown / Bunny Habermelde; Beech C24R; 30.477
- 4th: Nancy Toon / Susan Collier; Beech C24R; 28.618
- 5th: Pauline Mallary; Beech C23C; 27.720
- 6th: Sunny Schiffmann / Susan Tarabetz; Cessna 182P; 25.430
- 7th: Gini Richardson; Cessna 172P; 25.279
- 8th: Carolyn Pilaar / Gary Wheeler; PA-28-181; 25.098
- 9th: Genie Rae O'Kelley / Dana Wooten; PA-28-161; 24.579
- 10th: Mary Creason / Barbara Goodwin; Grumman AA5B; 23.527

For the really good news, The Membership Report

By STACY HAMM
International Membership

About a year ago the executive board met in Oklahoma City for its annual spring meeting. Among other things, discussion centered around declining membership rolls. The result of the board's brainstorming session was the EACH ONE REACH ONE campaign.

Within weeks posters and manuals were in the hands of members, advertising schemes were activated, and the organization was mobilized. Movement since then has grown to impressive proportions and success stories are relayed like rumors of war from chapter to section.

In less than a year, we reversed the membership trend completely. Membership in the fall of 1985 stood at 6339, one year later at 6192, and by March, 1987 had fallen to 6154. The count now totals 6504.

Shown here are latest membership figures, hot off the presses. Southwest Section added the most members this year, with 98 in all. But just look at East Canada, with 20 new members. Australian Section added four members, and our British sisters three.

Additional notes and thoughts from the international membership committee include these:

--Obstacles to getting and keeping members outside North America seem insurmountable, and perhaps a special committee of overseas members should be organized to address this particular issue.

--The trend toward steady decline has been halted in the U.S. and Canada. Even in the South Central Section, where the numbers are still falling, the rate has slowed from an average of three members per month in 1985-86 to .67 members per month in 1987-88. This

1. Free posters and information sent directly to Sections and chapters at the outset of the campaign.

2. Free additional posters and information upon request. New officers and committee

chairmen are thus not dependent on adequate tools or training from predecessors.

3. The support of President Sestito through her messages in **THE 99 NEWS**.

4. The nature of the project, something every

Please see MEMBERSHIP page 21.

SECTION	THIS MONTH	LAST MONTH	LAST YEAR	NUMBER OF NEW MEMBERS	PERCENTAGE OF INCREASE
Members at Large	31	32	24	7	29 %
Australian	51	50	47	4	8.5%
British	10	10	7	3	42.8%
East Canada	128	124	108	20	18.5%
West Canada	113	112	104	9	8.6%
Caribbean	17	16	17		
Aquelarre Andino (Chile)	8	7	11	(-3)	
Finnish	4	4	7	(-3)	
Africa South	24	25	29	(-5)	
India	16	16	13	3	23 %
New England	229	226	216	13	6 %
New York New Jersey	291	288	278	13	4.7%
Middle East	439	438	417	22	5.3%
Southeast	613	594	584	29	5 %
North Central	1,139	1,124	1,093	46	4.2%
South Central	1,013	1,002	996	17	1.7%
Northwest	550	542	533	17	3.2%
Southwest	1,812	1,790	1,714	98	5.7%
New Zealand	10	10	8	2	25 %
East African	6	6	6		
	6,504	6,416	6,212	292	4.7%

The following Chapters deserve special recognition for their membership efforts during the past year.

Maple Leaf	from 16 to 22	an increase of 6 members or	38%
Eastern New England	91 to 101	10	10%
W. Virginia Mountaineer	18 to 24	6	33%
Florida Suncoast	65 to 81	16	25%
Chicago Area	153 to 162	9	5.8%
Minnesota	110 to 118	8	7.2%
Albuquerque	8 to 27	19	237.5%*
Colorado	90 to 96	6	6.7%
Fort Worth	42 to 50	8	19%
Western Washington	21 to 28	7	33%
Mount Diablo	36 to 45	9	25%
Palomar	29 to 35	6	21%
Reno Area	47 to 53	6	12.8%
San Fernando Valley	87 to 98	11	12.7%
Santa Barbara	32 to 43	11	34%
Tucson	34 to 43	9	26%
Marin County	19 to 28	9	47%

Two new chapters chartered this year with current membership of 15 each, they are University of North Dakota and Prescott

QANTAS AIRLINES

Continued from page 8.

of \$20,000 for the first to complete the flight in fewer than 30 days, was one the two young airmen would liked to have entered kilometer they traversed convinced the pair that airplanes were the solution to the outback's supply and communications problems.

They had little trouble convincing a Queensland grazier of the soundness of their idea, for at their first meeting his car was in the Cloncurry River with a broken axle.

The grazier was Fergus McMaster, who with some of his business associates, later invested in the venture.

November 16, 1920, The Queensland and Northern Territory Aerial Services Ltd. was registered as a company, and almost immediately became known by its acronym Q.A.N.T.A.S.

A one passenger BE2E and a two passenger Avro 504K were first used, both war surplus biplanes with a speed of 104 mph. Joy rides at three guineas a trip gave residents of the outback a taste for flying and helped to pay for flights

between Queensland's western railheads and Darwin.

Qantas flew more than 54,000 km and carried 871 passengers its first two years, yet needed further "donations" from shareholders to remain solvent.

Qantas consolidated a pattern of regular, scheduled mail flights and air taxi services across a wide tract of Northern Australia, and played an important role in the development of the outback over the next 12 years.

A first step toward international operations came in April 1931 when the carrier flew mail as far as Darwin in an experimental airmail service between Australia and England, and contracted for airmail from Australia to Singapore, becoming a bonafide international operator in 1935.

Qantas inaugurated an entirely new style of service in 1938, with the Short - S23 Empire Class flying boat from Australia to Britain, and a move of headquarters from Brisbane to Sydney.

The mid 1940s brought the long range Catalina flying boats, then Liberators, the Douglas DC-3 and Lancastrians. In 1947 a famed insignia made its debut on what became known as the Kangaroo Route to

QANTAS



London.

In 1947 the Australian government purchased all shares in Qantas, making it the country's first international airline.

With passenger demand increasing, the company took delivery in 1971 of its first four jumbo 747s, airliners that were ordered with foresight in 1967. With the success of the jumbo, Qantas progressively sold off all older aircraft and in 1979 became the first airline to operate a fleet made up entirely of Boeing 747-238 B aircraft, specially designed for it, to cope with Australia's geographical position so far from North America and Europe.

Qantas' 1935 staff of 30 has grown to over 12,000 and the airline now has offices in 58 cities around the world.



UNITED AIRLINES

With 5000 pilots total, 104 females, United Airlines employs more women pilots than any of the carriers written about in this special issue of **THE 99 NEWS**.

This airline was born April 6, 1926 with a fleet of one Swallow, in Pasco, Washington. Pilot Leon Cuddeback was making good his private contract to deliver the U.S. airmail.

United is also the nation's oldest airline, has been the largest privately owned, and is the only one to serve all 50 states. United operates about 1500 flights each day, carries 40 million passengers and nearly one billion pounds of cargo and

mail annually. Destination cities number 150 in the United States, Canada, Mexico, the Bahamas, the Far East, and Pacific.

The airline's all-jet fleet of more than 320 passenger planes includes Boeing 767s, 747s, 737s, and 727s, plus McDonnell Douglas DC-10s and DC-8s.

Roots of this giant lay with Varney, the nation's first scheduled service in 1926. Varney, Pacific Air Transport, and National Air Transport later merged to form Boeing Air Transport, part of a firm than included Boeing Air Company, and Pratt and Whitney. United was finally organized in 1931 as a management company for the airline division, but three years later became a separate business entity when the combine dissolved.

The 1961 Capital Airlines merger with United added 7000 employees, 7000 miles of routes, and gave United claim to the title of the world's largest privately owned

airline.

In 1985, United's historic agreement with Pan American World Airways spelled additional growth. Under the agreement, United purchased Pan Am's Pacific division including 18 aircraft, property and facilities, and routes between the U.S. and the Pacific, including Japan, Hong Kong, the People's Republic of China, Thailand, Australia, New Zealand and the Philippines. Following government approvals, United was set to gain 2700 employees, add 66,000 route miles and become a major international airline.

United Airlines is a wholly owned subsidiary of UAL, Inc., which also owns The Hertz Corporation and Westin Hotels.

United prides itself on having built a leading world airline with "quality, professional employees, marketing expertise, and a capable management team unafraid of risk and determined to succeed."

UPS was a mail messenger service, founded and run by Jim Casey out of a basement office in turn - of - the - century Seattle, Washington. And flying machines were still in their infancy in February 1929 when UPS began to offer package delivery by air between cities on the Pacific Coast and inland through Arizona, as far east as El Paso, Texas. Packages were loaded on Ford Tri-Motors, Fokker F-10s and Bach 3-CT-4s.

Euphoric at his company's bold move into aviation, one UPS manager predicted



a day when packages would be picked up late in the afternoon and loaded onto aircraft specially designed to carry a ton

or more of cargo. Cargo - laden planes would fly at night so the packages could be delivered the next morning at their destinations.

The great depression and another World War deferred that manager's dream, but UPS is underway again, assembling the largest freight airline in the free world. And women pilots and mechanics are helping to pave the way.

In June this year, 20 women pilots were on the payroll at UPS. As hiring con-

See UPS AIR page 21. 17

1989 Application Form

Application must be complete in every respect. Any item not completed may result in disqualification. Use additional sheets for any items as necessary.

The Ninety-Nines, Inc. Amelia Earhart Career Scholarship

APPLICANT MAY APPLY FOR ONLY ONE
CERTIFICATE OR RATING.

Scholarship would be used for completion of:

APPLICANT MUST write a one page letter which includes short and long term goals and employment opportunities. Attach two photographs. See Fact Sheet.

Contact The Ninety-Nines' Oklahoma City headquarters for research scholar grant and career scholarship guidelines.

Name _____

Address _____

City _____

State _____

ZIP _____

Phone () _____

Birthdate _____

Number of Children _____

Ages _____

Other Dependents _____

Date last BFR (US only) _____

Date Private Certificate received _____

Airman Certificate # _____

Date last medical _____

Class _____

Chapter _____

Section _____

HOURS: P.I.C.	DUAL	TOTAL	ACTUAL INSTRUMENT	A/C SIMULATED INSTRUMENT	NIGHT	TOTAL PIC XC TIME	SIMULATOR	FLT INSTN GIVEN*
SEL	+	=						
MEL	+	=						
Other	+	=						

If this application requires flight training, anticipate completion of same under FAR Part 61.

CERTIFICATES & RATINGS NOW HELD: Type of License.....☐Private ☐Commercial ☐ATP

Ground Instructor.....☐Basic ☐Advanced ☐Instrument

Ratings & Limitations.....☐ASEL ☐ASES ☐AMEL ☐Instrument ☐Glider ☐Balloon ☐Helicopter

Flight Instructor.....☐Airplane ☐Instrument ☐Rotor ☐Glider ☐Multiengine

FAA Flight Examiner...☐Private ☐Commercial ☐Helicopter ☐Glider ☐ASEL ☐ASES ☐AMEL ☐AMES ☐Instr.

Certificates/ratings in progress & expected completion date(s): _____

Ultimate career goal: _____

Highest academic degree and where obtained: _____

Present position, employer and date employed: _____

Previous employment (give dates): _____

Marital Status: _____

Husband's name: _____

Husband's position and employer: _____

Have you applied for another aviation scholarship this year for this rating or certificate? If so, identify: _____

EXPERIENCE (list longest cross country flight)

date _____

From (city, state) _____

To (city, state) _____

nautical miles _____

pilot hrs. _____

Written tests passed for certificates/ratings not now held: _____

*Instructing (year, place, duration of job): _____

Other aeronautical experience or training: _____

The NINETY-NINES, Inc.

1989 A. E. Scholarship Eligibility Form

The following statement is to be completed by a responsible official of the accredited school
or by a qualified instructor who would give the instruction.

CREDENTIALS:

DATE:

I have examined the credentials of (NAME of APPLICANT) _____ and
find her to be eligible and deemed fully qualified per FAR
Part 61 flight training to accomplish the one course entitled _____

NOTE: Applicants desiring consideration for an AEMSF Career Scholarship for flight training should anticipate
training under FAR Part 61.

Name of school or qualified instructor:

I hereby certify all information stated above is true and correct.

Print or type Name and Title:

Address _____

Signature _____

AIRCRAFT TO BE USED (one or two types as required)

Telephone () _____

Date: _____

#1 Make _____

Model _____

#2 Make _____

Model _____

AIRCRAFT #1

AIRCRAFT #2

DUAL FLIGHT TIME.....Aircraft Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____

Instructor Time _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____

SOLO FLIGHT TIME.....Aircraft Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____

GROUND SCHOOL (or show flat rate amount for the course)..... hours @ _____ /hour = \$ _____

FLIGHT SIMULATOR.....Rental _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____

.....Instructor _____ hours @ _____ /hour + _____ hours @ _____ /hour = \$ _____

EXAMINER FOR FLIGHT CHECK (show aircraft expense above under solo flight time): = \$ _____

OTHER (describe): \$ _____

NOTE: Upon receipt of properly executed
AEMSF forms, check will be made
jointly to applicant and school (or
instructor).

TOTAL OF ABOVE.....\$ _____

Less employee discount (if applicable).....\$ _____

TOTAL NET COST (U.S. dollars).....\$ _____

The following is to be completed by the Chapter Scholarship Chairman (or Chapter Chairman):

I verify the accuracy of this application. My letter of recommendation accompanies this form.

Signature _____

Chapter Scholarship Chairman (date)

Signature _____

Chapter Chairman (date)

NOTE: Original and five exact copies of all material furnished must be sent to the SECTION SCHOLARSHIP CHAIRMAN,
postmarked no later than JANUARY 10 (Six copies total).

TO BE NOTARIZED: (PRIOR TO DEADLINE)

BE IT KNOWN THAT:

- I have been a member of The Ninety-Nines, Inc. continuously since January 1987.
- I have logged at least 150 hours of pilot time.
- If I receive this Career Scholarship, I will complete the project for which this application is submitted by December 31, 1990.
- I agree to retain my membership in The Ninety-Nines, Inc. during this time.
- I understand that the funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Treasurer of the Amelia Earhart Memorial Scholarship Fund (AEMSF) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

I CERTIFY THAT ALL INFORMATION IN THIS APPLICATION IS TRUE AND CORRECT.

Signature _____

Subscribed and sworn before me this _____ day of _____, 19 _____.

Notary Public: _____ My commission expires: _____

The NINETY-NINES, Inc.

1989 Fact Sheet

Pertaining to the Applications for Amelia Earhart Career Scholarships

Any Ninety-Nine wishing to apply for a scholarship is required to read this page.

The criteria for an applicant includes the following:

* Disqualification will result from not meeting these criteria.

- * • has been a member of The Ninety-Nines, Inc. continuously since January 1987, and has reviewed current guidelines obtainable from Chapter or Section Scholarship Chairman;
- * • holds a current medical certificate;
- * • has a current biennial flight review (BFR) for US only;
- * • has a minimum of 150 hours of total pilot time (does not apply to Research Scholar applicants);
 - has financial need of the award;
 - agrees to complete the course and/or training by December 31, 1990;
 - furnished two (2) clear head-and-shoulders photos taken within the past two years.

THIS APPLICATION CONSISTS OF the original and five (5) exact copies.

1. Application Form (which includes experience record);
2. Eligibility Form (only the original need be notarized in the place provided);
3. Letter written by applicant;
4. Letter of recommendation from the Chapter Scholarship Chairman (or Chapter Chairman);
5. Letter of recommendation from an individual who is not a Ninety-Nine.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and five (5) exact copies (six total) of all material furnished must be submitted to Chapter AE Chairman.

EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF.

Regardless of size, each chapter is allowed at least one applicant. The Scholarship Chairman may select a committee to assist her in screening applicants. This will be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Application **MUST** be received by Chapter Chairman no later than December 31, 1988.

The Chapter Scholarship Chairman mails her chapter quota (or less) of the applications to the Section Scholarship Chairman, postmarked no later than JANUARY 10. Use of the following criteria will help in making chapter selection(s) for forwarding to the Section.

- A. Are the applications and supporting materials (original plus five exact copies) complete in every respect?
- B. Has she established financial need?
- C. Is the requested amount of funding appropriate (time needed, plus rental and instructor rates in your area)?
- D. How realistic is her goal? What are her opportunities?
- E. What has the applicant already accomplished?
- F. Is she a participating Ninety-Nine?
- G. Was she chosen by general accord of the chapter?

NOTICE TO CHAPTER CHAIRMAN OR SCHOLARSHIP CHAIRMAN: Your letter **MUST** cover items B-G.

A SECTION MEMBER (not affiliated with a chapter) may request a letter of recommendation from the Section Governor and submit her application as directed above to the Section Scholarship Chairman no later than JANUARY 10.

A SECTION SCHOLARSHIP CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section may submit one application for each 200 members of the Section, or a major fraction thereof, to the Vice Chairman of the AEMSF, to be postmarked no later than FEBRUARY 10. The Section Scholarship Chairman will notify all applicants of the status of their applications by FEBRUARY 15.

All Sections, regardless of size, may submit at least one application.

UPS AIR

Continued from page 17.

tinues, the cargo carrier sees as inevitable that more women will join the ranks.

By January 1989, more than 90 UPS aircraft will fly between cities in the U.S., Canada, and Western Europe. Air service is also reaching the Pacific Rim this year.

UPS' more than 200,000 employees work throughout the world. Casey had realized early that the company's future was linked to the futures of people who worked for it. He saw the potential in his

people, and encouraged them to develop their skills and to put them to work. Casey fostered a sense of family among employees and paid them a fair wage.

The ideals Casey reached for, that his employees and partners be honest, dependable, hardworking and quality conscious, have endured and have helped the company overcome obstacles to expand its services.

Today, UPS is hiring the pilots and mechanics who will carry the company's traditions into the 21st century. And women are sharing the responsibility.

MEMBERSHIP

Continued from page 16.

Section, chapter, and individual can work on toward the common good.

Recommendations for the coming year include the following:

1. Continue to send free posters and information upon request.

2. Complete the printing and distribution of a brochure for prospective members, available on request.

3. Publish promotions and progress reports regularly in *THE 99 NEWS*.

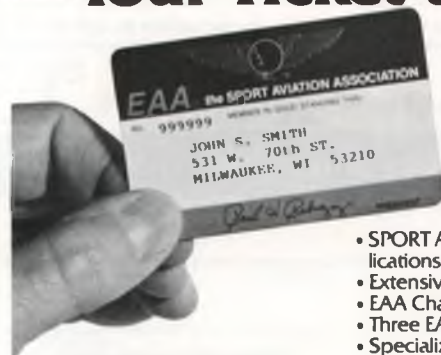
4. Promote this campaign at all business meetings and conventions including rallies, workshops, round table discussions and other forums of exchange.

We've all worked hard to achieve these results, but the job is not finished yet. The name of the campaign is EACH ONE REACH ONE, and the key to its success is for each one of you to take on the challenge of reaching at least one woman pilot, and bring her into fellowship. Share with her your pride in our international camaraderie.

Also be sensitive to members already around you. Say "thank you", "I miss you", "help me" ... say the things you'd like to hear if you were losing sight of the Ninety-Nines goals and purposes and needed a little encouragement to stay involved.

We may be off the runway, but we haven't cleared the trees. Let's keep this craft powered up, and hold our attitude for best rate of climb.

—Your Ticket to Adventure—



JOIN TODAY

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- ☐ \$40 Family membership/ individual membership cards (\$1,000 insurance policy — principle family member only)

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

Mail this completed form with your check or money order to:
EAA MEMBERSHIPS/Wittman Airfield, Oshkosh, WI 54903-3086

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and Carol L. Osborne
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CALENDAR

Continued from page 2.

24-25 WILMINGTON, DE

18th EAA East Coast fly-in sponsored by East Coast EAA Chapters at Greater Wilmington Airport. Info: EAA East Coast Fly-in, 2602 Elnora St., Wheaton, MD 20902-2706.

29-10/1 FT. STOCKTON, TX

First reunion of Ft. Stockton AAB/Gibbs Field personnel. Info: Chamber of Commerce, POBox C, Ft. Stockton, TX 79735.

30-10/2 POMPANO BEACH, FL

Southeast Fall Section Meeting. Contact Mary Fletcher.

30-10/2 ODESSA, TX

South Central Fall Section meeting, sponsored by Abilene Area/Purple Sage chapters.

OCTOBER

7-8 PHOENIX, AZ

Kachina Doll Air Derby, Phoenix 99s. Info: Curt Tinsler, 18626 N. 9th Ave., Phoenix AZ 85027. (602)869-0762.

21-23 SALINAS, CA

13th annual Salinas His and Hers Great Pumpkin Classic Air Race, approx 250 miles. For a \$3 race kit or info: Bill Childers (408)422-3792. Co-sponsored by Salinas Owners and Pilots Assn. and Monterey 99s.

Calendar of

99 members are welcome to attend all business meetings, for which there are no registration fees.

BUSINESS MEETINGS

New York—New Jersey Section's Doris Abbate compiles the calendar of business meetings. She requests all pertinent dates and info be sent to her.

August

7-8	Oral History Seminar	Oklahoma City, OK	Judy Logue
9	Headquarters Dedication	Oklahoma City, OK	Barbara Sestito
9-14	99s International Convention	Shangri-La, OK	Marilyn Copeland

September

16-18	Northwest Section meeting	Ashland, OR	Pegge Blinco
23-25	Southwest Section meeting	Clear Lake, CA	Kathy Walton
30-10/2	North Central Section meeting	Columbus, OH	Clara Johansen
30-10/2	South Central Section meeting	Odessa, TX	Betty Jones
30-10/2	Southeast Section meeting	Pompano Beach, FL	Mary Fletcher
30-10/2	Western Canadian Section mtg.	Victoria, BC, CAN	Audrey Webster

October

6-8	AOPA Convention	Nashville, TN	
12-15	Australian Bicentennial Airshow		
14-16	Middle East Section meeting	Easton, MD	Alice Foeh
21-22	New York—New Jersey Section meeting	Rochester, NY	Harriet Bregman
22-23	New England Section meeting	Reading, MA	Jo Rita Jordan

1989

7/4-9	99s International Convention	New York City, NY	Mary Helfrick
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